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WADESBORO

NORTH CAROLINA



LAND DEVELOPMENT PLAN

TOWN OF WADESBORO

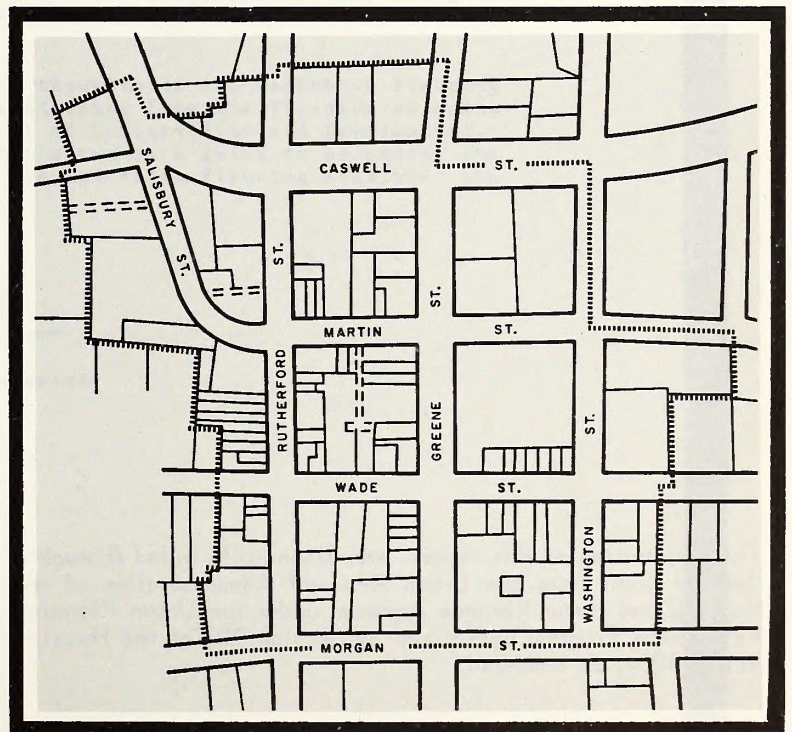
Public Works, Planning, and Engineering

PLANNING
DEPARTMENT

1000 E. 10TH ST.
WADESBORO, NC 27886

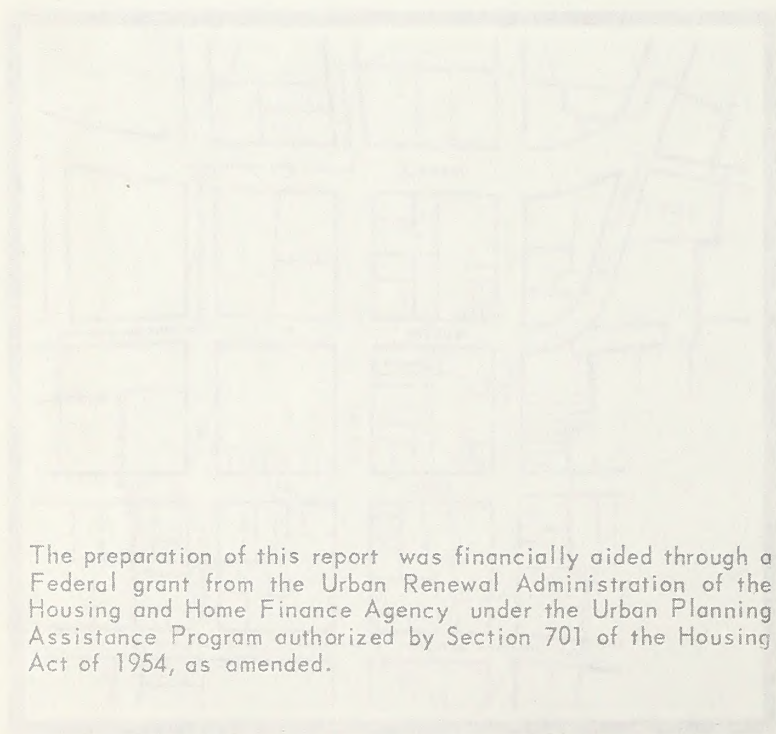
WADESBORO

NORTH CAROLINA



LAND DEVELOPMENT PLAN

WADESBORO NORTH CAROLINA



The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

LAND DEVELOPMENT PLAN

COMMISSIONERS:
ROBERT L. CAGLE, JR.
ED MCBRIDE, JR.
PICKETT M. STANBACK
HOWARD D. TEAL
C. FRANK TUCKER

TOWN OF WADESBORO

Wadesboro, North Carolina

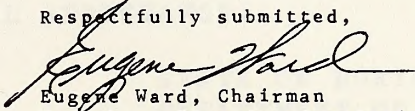
ROBERT E. LITTLE, III
MAYOR
ED MCBRIDE, JR.
TREASURER
ALVIN R. BUTLER
CITY MANAGER

TO THE HONORABLE MAYOR ROBERT E. LITTLE, III
AND THE CITIZENS OF THE TOWN OF WADESBORO

We are pleased to transmit the Land Development Plan, Town of Wadesboro, North Carolina, which is the second in a series of studies. The first study laid the foundation for this plan. It is hoped that the Land Development Plan, along with future studies, will designate Wadesboro as a truly progressive town.

This plan represents the thoughts of the Wadesboro Planning Board, with technical assistance from the Division of Community Planning, Department of Conservation and Development. We sincerely hope it will serve as a guide in promoting the orderly development of the Wadesboro Planning Area over the next twenty years.

Respectfully submitted,


Eugene Ward, Chairman
Wadesboro Planning Commission

August, 1965

PREPARED FOR:

TOWN OF WADESBORO, NORTH CAROLINA

Alvin R. Butler, Town Manager
Joe M. Liles, Jr., Treasurer

TOWN COUNCIL, 1964-1965

Frank C. Little, Mayor

Commissioners

Robert L. Cagle
John J. Crawford
Joe M. Liles, Jr.
Howard D. Teal
James N. Trowbridge

TOWN COUNCIL, 1965-1966

Robert E. Little, III, Mayor

Commissioners

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Ed McBride, Jr.
Pickett M. Stanback
Howard D. Teal
C. Frank Tucker

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Miss Elizabeth Horne
Charles Riddle
C. C. Greene

TECHNICAL ASSISTANCE:

STATE OF NORTH CAROLINA
DEPARTMENT OF CONSERVATION AND DEVELOPMENT
DIVISION OF COMMUNITY PLANNING

George J. Monaghan, Administrator

PIEDMONT AREA OFFICE

Charles L. Sellers, Director
*Michael E. Grandstaff, Planner II
Robert F. Saleeby, Chief Draftsman
Paul L. Trexler, Draftsman II
Perry Whisnant, Draftsman I
M. Eileen Antosek, Stenographer

*Responsible for report.

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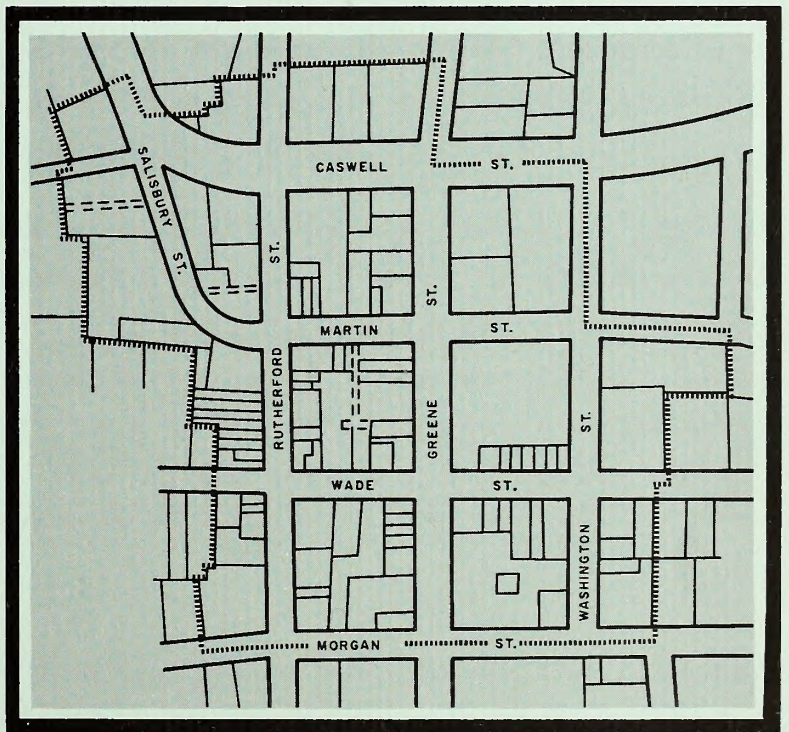
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CHAPTER I

INTRODUCTION



CHAPTER I

INTRODUCTION

The Town of Wadesboro contracted with the Division of Community Planning on August 5, 1963 for technical assistance in preparing and implementing a planning program to consist of base mapping the Town of Wadesboro and its environs, a land use survey and analysis, a land development plan, a population and economy study, and, finally, a zoning ordinance. These studies are being financed partially through an urban planning assistance grant from the Housing and Home Finance Agency of the U. S. Government under the provisions of Section 701 of the Housing Act of 1954, as amended. Completed projects and studies to date include: base mapping, land use survey and analysis, population and economy study and the land development plan. The only study remaining is the zoning ordinance which will be started in the immediate future.

The planning area consists of the corporate limits and the area within one mile beyond these corporate limits in all directions. The latter is known as the "fringe area." Within the town limits there are 1,494.6 acres; in the fringe area there are 7,282.6 acres. These acreages are equivalent to a total of 16.5 square miles of land, or 14 square miles for the fringe area and 2.5 square miles for the area within the corporate limits.

SCOPE

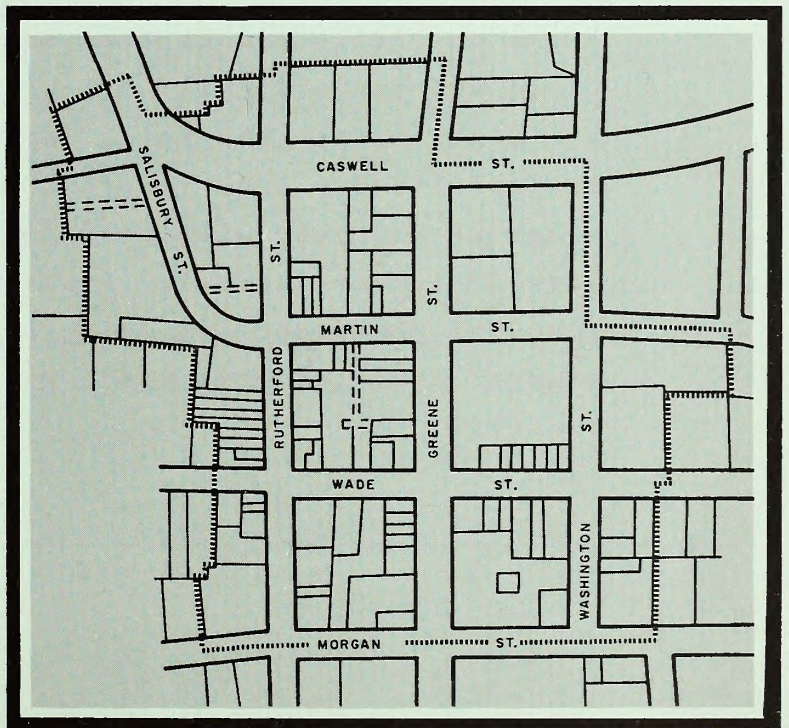
This study contains information which will guide the Planning and Zoning Board of Wadesboro with information on possible future residential, commercial and industrial development, community facilities, utility plan, circulation plan, and, finally, a section on implementation.

PURPOSE

An outline for Wadesboro's future land use is a complicated organism which needs planning and guidance in order to operate at maximum performance. Hence, it is the intent of this study to help achieve a degree of orderliness by planning for future land use needs.

CHAPTER II

LAND DEVELOPMENT PLAN



LAND DEVELOPMENT PLAN

"Make no little plans; they have no magic to stir men's blood and probably will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watch-word be order and your beacon beauty."

Daniel Burnham

CHAPTER II

LAND DEVELOPMENT PLAN

The first study known as "Population and Economy, Land Use Survey, Wadesboro, North Carolina," discussed background data which led to the projection of future land uses based on past needs, and a ratio formula which established a direct relationship between population and land usage. Map 1 brings these elements together into a unified guide for future development. The land development and sketch thoroughfare plan shows two colors for residential development in the planning area. One color designates the short-range development which should take place in the initial period of twenty years; the other color designates long-range development which will more than likely take place within twenty years beyond the planning period. In other words, it cannot be assumed that the entire planning area will not be fully developed by 1980.

The following tables were taken from the population and economy section of the Land Use Analysis.* The projected figures are based on past trends -- they are not predictions. They may or may not come true -- depending on what the citizens of Wadesboro do about the town's assets and liabilities.

TABLE 1 POPULATION PROJECTIONS 1940-1980* BY TOWNSHIPS

	1940	1950	1960	1970**	1980**
Ansonville Twp.	2,478	2,138	1,940	1,689	1,425
Burnsville Twp.	1,666	1,569	1,398	1,178	956
Gulledge Twp.	3,467	2,955	2,527	2,045	1,640
Lanesboro Twp.	3,228	3,105	3,069	2,867	2,655
Lilesville Twp.	4,056	4,042	3,853	3,467	3,084
Morven Twp.	3,083	2,689	2,280	1,845	1,464
Wadesboro Twp.	9,274	9,428	9,269	8,689	7,984
WADESBORO TOWN	3,587	3,408	3,744	3,892	4,017
White Store Twp.	1,191	855	626	443	312
Anson County	28,443	26,781	24,962	22,223	19,520

Source: U. S. Bureau of Census

*Table 2, Population by Townships, 1940-1980, p. 6, Wadesboro Population and Economy, July, 1965, Division of Community Planning

** Estimated

EMPLOYMENT PROJECTIONS 1970-1980
WADESBORO AND ANSON COUNTY*

TABLE 2

	Wadesboro				Anson County			
	1960	1970	1980	Per Cent Change 1960-80	1960	1970	1980	Per Cent Change 1960-80
Manufacturing	307	303	304	-1.0	2,477	2,265	2,151	-31.2
Construction	84	93	103	22.6	477	527	582	22.0
Transportation	73	74	77	5.5	346	364	404	16.8
Commerce	331	386	452	36.6	1,173	1,348	1,556	32.7
Personal Service	200	229	263	31.5	885	1,029	1,200	35.6
Professional Service	297	444	670	125.6	809	1,227	1,877	132.0
Agriculture, Forestry, Fishery	36	22	14	-61.1	1,482	915	566	-61.8
TOTAL EMPLOYED	1,419	1,654	2,000	40.9	8,001	8,021	8,691	7.5

Source: U. S. Bureau of Census

*Table 12, Page 23, Ibid

It has been assumed for purposes of this report that future land uses will occur at approximately the same density as now exists and will be in direct proportion with population and employment increases. The plan is based on the estimated 1970 and 1980 populations which are projected to be approximately 3,892 and 4,017, respectively. Actually, the planning area could accommodate a population of at least 9,000, and the plan is sufficiently flexible, with some minor changes, to accommodate many more if the need should arise.

EXISTING, PROJECTED AND ALLOCATED LAND USES
FOR WADESBORO PLANNING AREA

TABLE 3

Land Uses	Existing	Projected*	Allocated
Residential	850.1	752.3	1,504.6
Commercial	61.4	6.7	59.0
Industrial	104.0	146.0	545.7
Public and Quasi-Public	106.6	72.0	161.4
Transportation	520.3	106.8	150.0
TOTAL	1,642.4	1,083.8	2,420.7

Source: Division of Community Planning

*Estimated

STUDY AREAS

LAND DEVELOPMENT PLAN AND SKETCH THOROUGHFARE PLAN

WADESBORO
RAPID CENSUS

2400' 0 2400'

SCALE IN FEET



LEGEND

- RESIDENTIAL
- SINGLE FAMILY
- MULTI-FAMILY
- COMMERCIAL
- INDUSTRIAL
- PUBLIC
- QUARTERLY
- MAJOR THOROUGHFARE
- EXISTING ALIGNMENT
- NEW ALIGNMENT

LAND DEVELOPMENT PLAN AND SKETCH THOROUGHFARE PLAN

WADESBORO
North Carolina

2400' 0 2400'
Scale In Feet
1" = 2400'



LEGEND

- RESIDENTIAL
 - SINGLE FAMILY
 - SHORT RANGE
 - LONG RANGE
 - MULTI-FAMILY
 - PROPOSED REDEVELOPMENT
 - PROPOSED LOW RENT HOUSING
- COMMERCIAL
- INDUSTRIAL
- PUBLIC
- QUASI PUBLIC
- MAJOR THOROUGHFARE
 - EXISTING ALIGNMENT
 - NEW ALIGNMENT

Based on these findings and projections, the Planning Board has compiled some basic goals or objectives which it would like to follow in guiding future land development.

Land Use: To provide for a systematic relationship in direct proportion and distribution of land use within the planning area.

Transportation: To provide coordination for the various land uses as related to circulation routes to and from the city for people, goods and services.

Utilities and Facilities: To provide utilities and facilities for the entire planning area of the quantity and quality desired.

Population: To organize and motivate the local citizens in order to formulate and implement planning policies in their best interest.

Economic: To provide for economic growth, utilization of resources, and optimum employment opportunities.

Social: To provide an environment in which people of various races, beliefs, and values can satisfy their needs, wants and desires harmoniously.

Educational: To provide adequate educational facilities for all segments of the population to prepare them for useful and satisfying lives.

Recreation: To provide for physical development and leisure time opportunities of all the people.

Housing: To provide a variety of adequate shelter for all socio-economic groups within the planning area.

Government and Planning: To provide a governmental and planning framework in which the solutions to problems can be determined and effectuated.

Objectives as broad as these will be analyzed and formulated under the headings of Residential Development, Commercial Development, Industrial Development, Community Facilities, Utility Plan, and Circulation Plan.

RESIDENTIAL DEVELOPMENT

Consideration was given to existing densities and public water and sanitary sewers, along with a ratio formula for figuring future residential acreage. For example, ten acres of residential land use per 100 persons of the total population is equal to X acres per 100 persons increment forecasted.* This formula is used where population growth is expected to be very large -- usually in the thousands. However, the projected 1980 population of Wadesboro is only 4,017** - an increase of 273 persons over the 1960 population. In such a formula it is assumed that the overall township density will remain the same.

An estimated population figure for the fringe area was computed by multiplying the existing number of dwelling units (947) by four (a number assumed to be average from observation of the fringe area). This total, 3,788 persons, plus the number of people inside the corporate limits, 3,744, gives the entire planning area an estimated population of 7,532 persons.

The projected 1980 population of 4,017 persons for the Town and 3,825 persons for the fringe area gives a grand total of 7,842 persons for the entire planning area.

Density Ratio Formula

Given: 7,532 = actual number of persons in the corporate limits and in the fringe area
850.09 = actual residential acres being used in the entire planning area
7,842 = total expected future population for the entire planning area.

By proportioning the existing population and acreage figures to the expected 1980 population over "X" number of acres, the following is realized:

*Density Ratio Formula

**Taken from the "Land Use Survey and Land Use Analysis", Wadesboro, North Carolina, Division of Community Planning, July, 1965

$$\begin{array}{rcl}
 \frac{7,532 \text{ persons}}{850.09 \text{ acres}} & = & \frac{7,842 \text{ persons}}{X} \\
 7,532(X) & = & 850.09(7,842) \\
 X & = & \frac{6,666,405.78}{7,532} \\
 X & = & 752.3 \text{ acres}
 \end{array}$$

The areas shown as residential acres on the Land Development Plan are about two times as large as this formula justifies. However, it is better to over-estimate than to under-estimate in setting aside future residential areas. It is assumed that there will be three average densities of single-family residential developments and one average density for multi-family development within the entire planning area.

Wadesboro has about 693 acres of vacant land within the corporate limits at the present time. A little more than one-half of this vacant land can be developed for residential purposes. The area has a density of 2.7 housing units per acre. For any future development the density should not exceed five single-family houses per acre, or ten families per acre in dwellings for more than one family.

Outside the corporate limits the present density is 2.4 dwelling units per acre. There is a large amount of undeveloped land (approximately 645 acres) which can be utilized for parks and school sites, residential areas, business and industrial sites. In these suburban areas there should be a density of not more than four families to the acre in single-family houses or eight families per acre in dwellings for more than one family. When delineating land for residential growth for the two types of areas, consideration was given to the availability of public water and sanitary sewers. It is unsafe, as a rule, to rely on private sewage disposal where there are more than two dwellings to the acre. Therefore, land beyond the corporate limits should have at least half-acre lots for single-family development where there is a lack of public water and sanitary sewer service. This will be particularly true for areas farther out on the fringe.

THE CONTEMPORARY NEIGHBORHOOD LAYOUT
— INSURES STABILITY —

Two areas planned for multi-family living are within the corporate limits of Wadesboro. These areas on the northwest side of town would also be ideal for public housing projects. Another multi-family area has been proposed outside the corporate limits near Chesterfield Road and N. C. 1131. It is hoped that this area will develop as a group project containing high quality garden apartments. The density within these areas should not exceed 12 families per acre.

The following elements were considered in the residential section of the Land Development Plan:

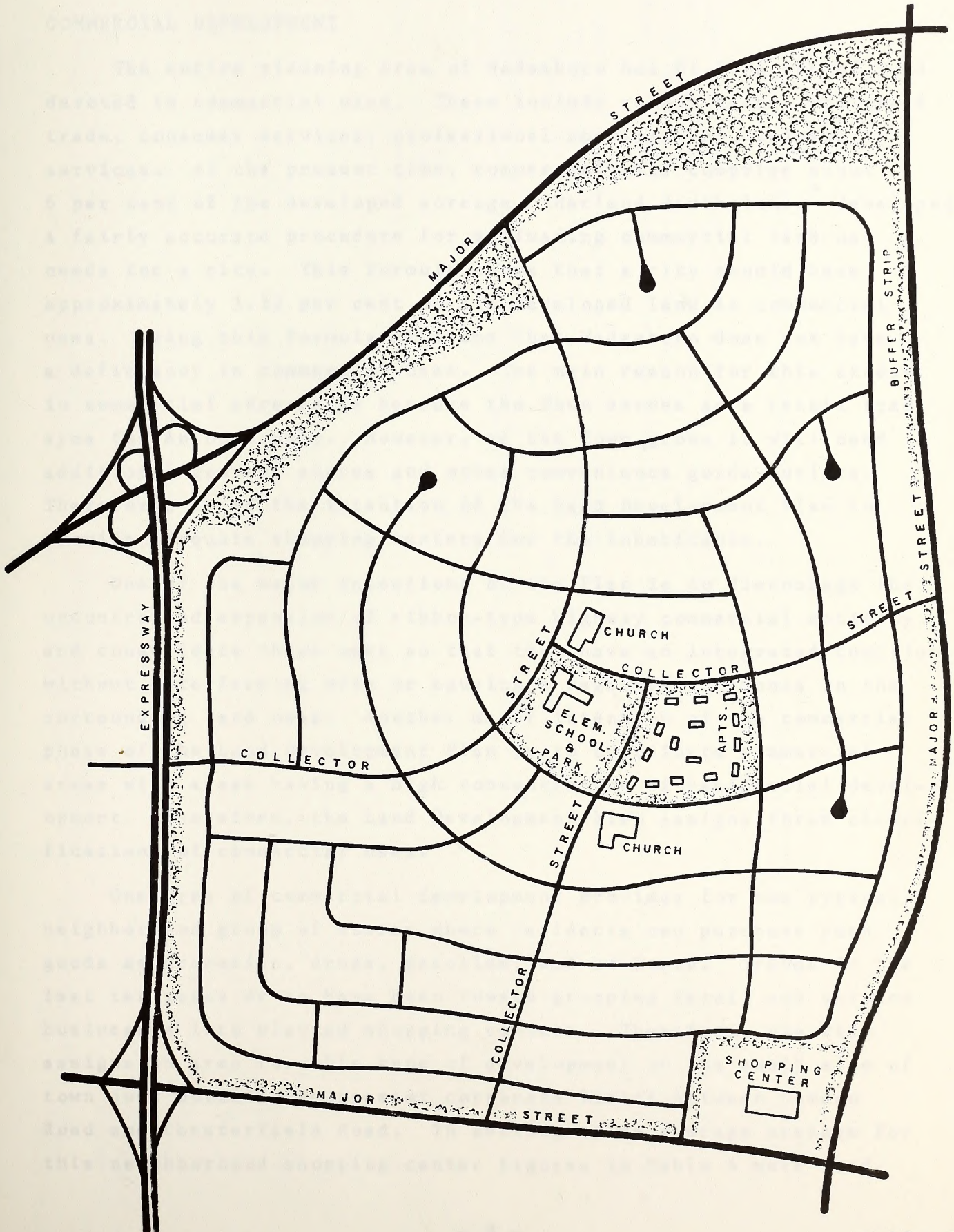
- Access: Residential areas should be so located that they facilitate travel between them and places of major employment such as industrial and commercial districts.
- Traffic: Through traffic should be kept out of residential areas. This can be brought about through the enforcement of subdivision regulations and by placing arteries on the outside boundaries of the residential areas.
- Population: It is important to distribute housing in all parts of the city in a manner that eases relationships between people, goods and services. Hence, the plan should recognize the need for residential areas with a variety of densities to meet various needs and incomes.
- Density: Usually, densities are the highest around the city's commercial core. Density, once established by the plan and enforced through zoning will set the basis for planning schools, streets and public utilities.

Residential planning should be closely related to all the elements of the neighborhood plan (see Map 2) -- such as street layout and the location of schools, community facilities and shopping centers. Hence, good planning should take in the following criteria:

1. light and air for the dwellings;
2. protection against noise and odors;
3. family needs for outdoor space;
4. safety from accidents and fire.

THE CONTEMPORARY NEIGHBORHOOD LAYOUT

— INSURES STABILITY —



COMMERCIAL DEVELOPMENT

The entire planning area of Wadesboro has 61.35 acres of land devoted to commercial uses. These include retail trade, wholesale trade, consumer services, professional services and business services. At the present time, commercial uses comprise about 6 per cent of the developed acreage. Harland Bartholomew* developed a fairly accurate procedure for estimating commercial land use needs for a city. This formula shows that a city should have approximately 3.32 per cent of its developed land in commercial uses. Using this formula it seems that Wadesboro does not have a deficiency in commercial uses. The main reason for this excess in commercial acreage is because the Town serves as a retail trade area for Anson County. However, as the Town grows it will need additional grocery stores and other convenience goods outlets. Therefore, it is the intention of the Land Development Plan to provide adequate shopping centers for the inhabitants.

One of the major intentions of the Plan is to discourage the uncontrolled expansion of ribbon-type highway commercial activity and consolidate these uses so that they have an integrated function without interfering with or causing a negative influence on the surrounding land uses. Another major intention of the commercial phase of the Land Development Plan is to coordinate commercial areas with areas having a high concentration of residential development. Therefore, the Land Development Plan assigns three classifications of commercial uses.

One type of commercial development provides for the typical neighborhood group of stores where residents can purchase such goods as groceries, drugs, gasoline, and so forth. Trends in the last ten years or so have been toward grouping retail and service businesses into planned shopping centers. Therefore, the Plan assigns an area for this type of development on the south side of town just outside the present corporate limits between Camden Road and Chesterfield Road. In setting aside average acreage for this neighborhood shopping center figures in Table 4 were used.

TABLE 4

NEIGHBORHOOD SHOPPING CENTER SIZE*

ASSUMED COMPONENT USED AND TOTAL AREA, BY POPULATION OF NEIGHBORHOOD(a)					
Shopping Center	1,000 Pers.	2,000 Pers.	3,000 Pers.	4,000 Pers.	5,000 Pers.
	275 Fam.	550 Fam.	825 Fam.	1,000 Fam.	1,375 Fam.
Component Used	Neighborhood Population				
1. Ground area of buildings (b), square feet.	9,000	14,000	18,000	22,000	25,000
2. Customer auto parking (c), square feet.	18,000	28,000	36,000	44,000	50,000
3. Gas station, square feet.	--	--	24,000	24,000	24,000
4. Circulation service and setback (d), square feet.	6,800	10,500	19,500	22,500	25,000
Total Area					
5. Square feet.	33,800	52,500	97,500	112,500	124,000
6. Acres.	.80	1.2	2.2	2.6	3.0
7. Acres per 1,000 persons.	.80	.60	.75	.65	.60
8. Square feet per family.	125	95	120	100	90

a. Component used and area therefore will be affected by economic status of residents and local organization of retail service.

b. Stores and services assumed to include food, drugs, barber and beauty shops, shoe repair, laundry and dry cleaning pick-up station. One-story building assumed, ground area equals total floor area; equivalent floor area in high building would reduce land requirements for this item and items 4-8.

c. Parking allowance is twice the floor area of buildings as recommended by various authorities.

d. Allowance for circulation, service and setback area (to include walks, planting strip, service courts and service parking) is 25 per cent of total of items 1, 2, and 3. No allowance is made here for substantial buffer strip between shopping center and dwellings.

* Planning the Neighborhood, by the American Public Health Association Committee on the Hygiene of Housing.

It is evident from Table 4 that approximately 124,000 to 145,750 square feet, or the equivalent of 3.0-3.7+ acres will be needed for the proposed shopping center. Since the bulk of the consumer shopping is carried on within the central business district (CBD), it is obvious that this type of commercial development is intended to provide for centralized functions such as offices, stores, theaters, banks, government buildings, which serve the whole county. The central core is encroaching on residential property on the east side of Washington Street, and it is logical that this area will be used for expansions.

Past census data shows that Wadesboro's retail establishments increased in number by 19 per cent from 1954 to 1963, and that sales within the same period of time doubled. With such an increase in establishments and sales, and a limited area for growth, it should be possible for the retail merchants to renovate existing buildings, add sidewalk canopies, and landscape the area. It would be advisable for local businessmen to alleviate the parking problems in the CBD. Businessmen should work together to purchase and improve sites for parking. It is imperative that the parking problems along West Wade Street and Martin Street be attacked first inasmuch as these two streets are the narrowest. Perpendicular parking should not be allowed on them!

Proposals for the circulation of traffic in the CBD are:

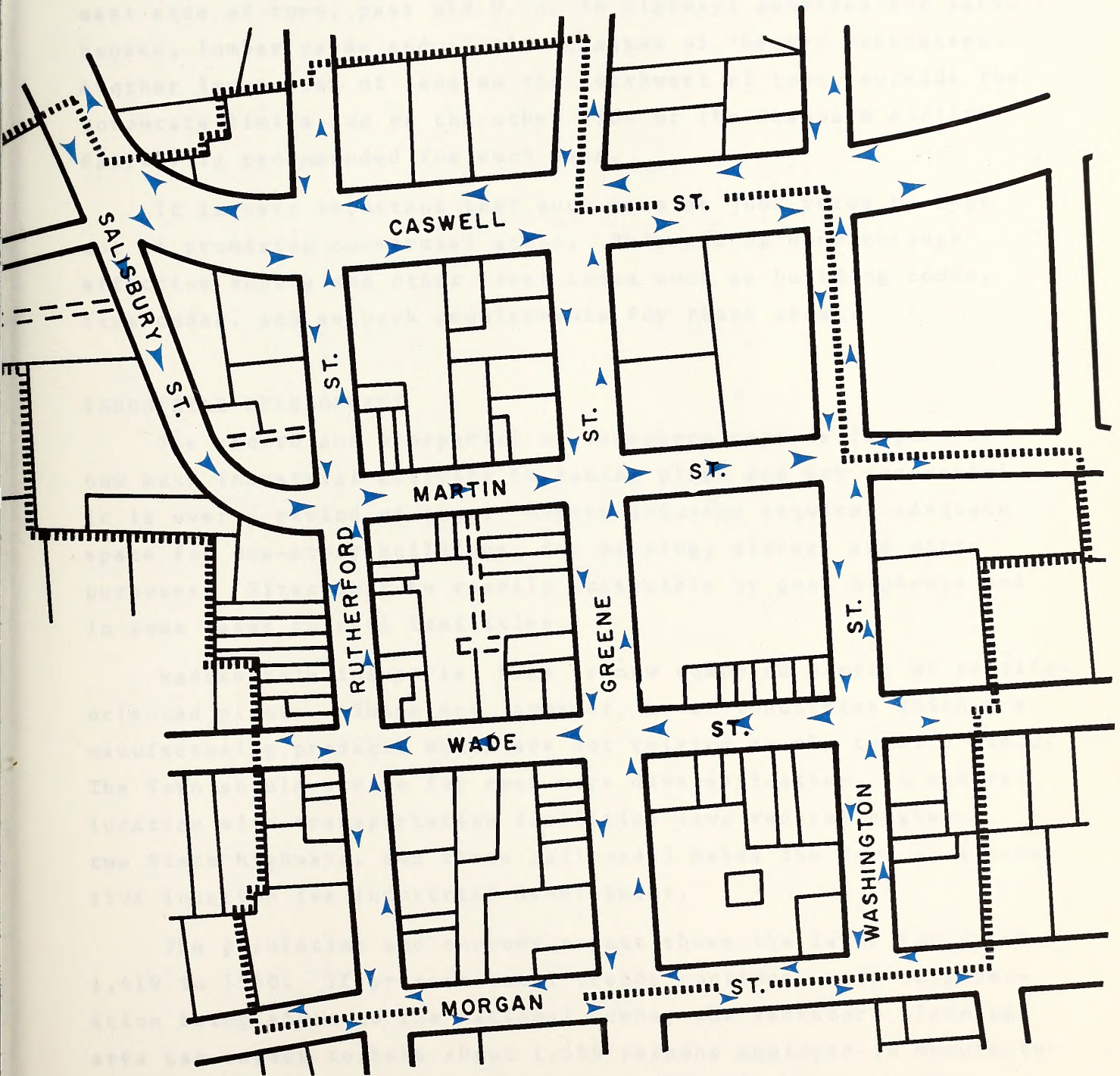
1. Morgan Street: two-way traffic going east and west.
2. Caswell Street,
also known as
U. S. 52 and 74: two-way traffic going east and west.
3. Rutherford Street: two-way traffic going north and south from Morgan Street to Caswell Street.
4. Washington Street: two-way traffic going north and south from Caswell Street to Morgan Street.
5. Martin Street: one-way traffic going west from Washington Street to Rutherford Street.

Map 3 illustrates the proposed traffic circulation for the CBD.

C B D

WADESBORO
North Carolina

Proposed Traffic Circulation



The third type of commercial development for which the Plan indicates space (especially along U. S. Highways 52 and 74 on the east side of town, past old U. S. 74 Highway) provides for warehouses, lumber yards and similar classes of "heavy" businesses. Another large area of land on the northwest of town, outside the corporate limits and on the other side of the Seaboard Airline Railway is recommended for such uses.

It is very important that such uses as junk yards be kept out of promising commercial areas. This can be done through effective zoning and other local codes such as building codes, fire codes, and setback requirements for these areas.

INDUSTRIAL DEVELOPMENT

The growth and prosperity of Wadesboro depends largely on how much industrial activity is taking place and how successful it is over a period of time. Modern industry requires adequate space for one-story buildings, for parking, storage and other purposes. Sites must be readily accessible by good highways and in some cases to rail facilities.

Wadesboro's industrial base is now composed mostly of textile-oriented plants. There are, however, seven industries which are manufacturing products which are not related to the textile field. The Town should strive for even more diversification. A central location with transportation facilities (two Federal highways, two State highways, and three railroads) makes the Town an attractive location for industrial development.

The population and economy report shows the labor force was 1,419 in 1960. If present local trends continue, with consideration being given to the national scene, the Wadesboro planning area can expect to have about 1,654 persons employed in manufacturing jobs in 1970, and approximately 2,000 persons in manufacturing jobs by 1980. This amounts to about a 6 per cent increase over the twenty-year period. These estimates can be related to the acreage of land which will be needed. This relationship is

expressed as the industrial density or the number of workers for each industrially-used acre. Within the planning area there are approximately 104 acres being used for manufacturing and a total employment of 1,419 workers. The industrial density for the planning area is about 7.3 workers per acre.

A simple density ratio formula can be applied to the Land Development Plan as a check on the industrial acreage.

$$\begin{array}{rcl}
 \frac{1960 \text{ total manufacturing employment workers}}{\text{Acres used for manufacturing}} & = & \frac{1980 \text{ total manufacturing employment workers}}{X} \\
 \frac{1,419 \text{ workers}}{104 \text{ acres}} & = & \frac{2,000}{X} \\
 1,419 & = & 208,000 \\
 X & = & 146.0
 \end{array}$$

The Plan has allowed for more than enough industrial acreage. Since an eventual need for 146 acres is anticipated, at least this much should be reserved for manufacturing purposes. The Plan has also set aside ample land for industrial expansion when needed.

An industrialist examining a city for a potential location considers the following criteria:

1. The area should have good access from major highways, and, in some cases, should be near rail facilities.
2. The site should be large enough to accommodate the industrial operation, parking, loading, and possible expansion.
3. The area should be free from conflicting or non-conforming uses of land such as schools, homes and business establishments.
4. There should be adequate utilities (sewer, water, gas electricity) on the site, or utilities that can be easily extended when the need arises.
5. The site should be relatively flat (less than 5 per cent slope) as well as being well-drained. In some cases, depending on the type of industry, soil type should meet certain load-bearing capacities.
6. The area should have appropriate zoning in order to protect the industry from incompatible land uses.

Open land meeting these requirements is limited, except to the northeast of town (presently outside the corporate limits). What land is available is excellent for industrial locations, and is shown on the Plan in the vicinity of the Seaboard Airline Railway tracks. Other suitable areas are also indicated near the old airport on the east side of town.

COMMUNITY FACILITIES

Community facilities are classified as cultural, protective, and administrative. Cultural facilities include schools, libraries and parks. Protective facilities include the police and fire departments, rescue squads, hospitals, and health centers. Administrative facilities include the various governmental offices and service yards. Space for each of these facilities must be found within the urban pattern. Their size, location and functions need to be in direct proportion to the size of the community and the number of people they serve.

Cultural Facilities

Schools

School facilities consist of the Old Central Primary School building (which is used primarily for storage of athletic equipment and serves as a field house), Central School, Wadesboro High School, and Woodlawn School. These are the only schools the Town directly supports. A consolidated County High School is located on the west side of town within the one-mile perimeter area of Wadesboro. Sometime in the near future a consolidated non-white County High School will be built on the outer fringes of the west side of town to accommodate 1,200 students.

The population and economy report shows the educational attainment of adults is unusually high for urban areas in North Carolina. The citizens of Wadesboro should strive to keep their town above average. To do this they need only to improve and expand the existing facilities. (Table 5.) Map 4 illustrates existing and proposed community facilities for the planning area.

EXISTING AND PROPOSED COMMUNITY FACILITIES

WADESBORO
North Carolina

2400' 0 2400'
Scale In Feet



LEGEND

- E ELEM. SCHOOL
- J JR. HIGH SCHOOL
- H SR. HIGH SCHOOL
- P PARKS
- S SEWAGE TREATMENT PLANT
- F FIRE STATION
- △ PROPOSED FACILITIES
- EXPANSION OF EXISTING SITE



TABLE 5 EXISTING SCHOOL FACILITIES, CAPACITIES,
ENROLLMENT, EXISTING AND PROPOSED SITE ACRES--1964

School	No. of Grades	Year Struc- ture Built	Capa- city	No. of Stu- dents	Defi- ciency or Surplus	Exist- ing Acres	Pro- posed Acres
Old Central Primary		1898				3	
Central School	1-6	1954	675	635	-40	7	12
Wadesboro High School	7-12	1922	650	540	-110	5	15
Woodlawn School	1-12	1936	780	1,080	+300	12	23
TOTALS			2,105	2,255		27	53

Source: Division of Community Planning

The above table shows the proposed acreage that each school should have to meet the minimum standards of the North Carolina Department of Public Instruction, Division of School Planning. They recommend the following acres for school sites:

Elementary Schools -- Minimum site size of ten acres for schools with less than 400 students; 12 acres for schools for 500-600 students; 15 acres for schools with 800 students.

Secondary Schools -- Minimum site size of 12 acres for schools with less than 400 students; 14 acres for 500 students; 16 acres for 600 students; 20 acres for 800 students; 24 acres for 1,200 students; 28 acres for 1,400 students.

In all cases, Wadesboro falls short in the number of acres for school sites. A general rule-of-thumb could be that for each additional one hundred students, approximately one acre should be added to the particular school site. Elementary schools should range from 200 to 600 students. Secondary schools should range from a minimum of 400 to a maximum of 1,500 students. In no case should the maximum number of students per class exceed 30. The Woodlawn School, now known as J. R. Faison School, is the only school which is overcrowded.

Proposed Site Location for Future Schools

Half of the projected 273-person increase in population by 1980 will probably consist of school children. It is felt that the School Board can meet this increase by improving and adding classrooms to existing facilities. However, the Plan does show areas for future school sites if needed.

It is highly probable that neither of the two proposed elementary school sites will be needed in the initial planning period. However, since school sites should be purchased before they are needed, this report will recommend sites. Adequate school sites are difficult, if not impossible, to obtain when an area becomes built up. One elementary school site is proposed between Chesterfield Road and Morven Road. This site contains about 12 acres and could serve approximately 450-500 students. Surrounded by four thoroughfares, two existing and two proposed, the area surrounding the site should be treated as an individual neighborhood. (See Map 2.) Another elementary school site is proposed between White Store Road and Camden Road. This site contains about ten acres and could serve approximately 250-300 students. If the Town of Wadesboro and nearby townships develop the proposed football stadium off U. S. 52 and N. C. 1820 (Country Club Road), this location would be ideal for a future secondary school.

Standards and Principles of School Sites

1. School sites should be situated in those areas in which the growth of the town is taking place.
2. Locations should be free from noise, smoke, vibrations and any other uses which would be harmful or distracting to the students.
3. Schools should be located on improved roads, but not on major highways.
4. Slopes within the area should not be over 10 to 15 per cent and there should be adequate ground cover, trees and grass.

Libraries

The Town of Wadesboro has two libraries. One is located on Morgan Street on the east side of town -- the Anson County Library; the other is the Salisbury Street Branch, located off U. S. Routes 52 and 74, on the west side of town. Both facilities utilize old houses for their headquarters. The Anson County Library site has approximately 17,750 square feet of land with adequate off-street parking. The biggest problem is a lack of space for books, and the fact that the librarians have a problem supervising the many small rooms within the building. The Salisbury Street Branch site contains approximately 4,000 square feet. This facility was recently remodeled but is still greatly deficient. However, approximately 15 to 18 feet are available on the left side of the facility for expansion. This branch does not have any off-street parking facilities.

Number of volumes in stock is 20,766, and circulation statistics are 39,740 for the Anson County Library. The Salisbury Street Branch has 7,910 volumes, and the circulation statistics are 24,243, of which 7,043 are in school circulation.* Financial support comes from the County and the Town. A tax levy started in 1957 gives \$.04 per \$100 of the assessed valuation to the support of the libraries.

The Land Development Plan recommends that when the Town of Wadesboro considers building a new central library it should be built on the existing site -- which is adequate in terms of space. The Salisbury Street Branch should actually be phased out of existence because the new central library should be adequate for the entire town and county. If the Salisbury Street Branch is not phased out of existence, the Town should purchase additional land around this site to add to the existing facility.

*Number of volumes in stock and circulation statistics available only for 1964.

Parks

Wadesboro is grossly inadequate in recreation facilities for the younger citizens as well as for the majority of the older citizens. However, the town has an excellent privately-owned nine-hole golf course with a modern club house, swimming pool and tennis courts. The general public must use the existing facilities at the school yards -- which are not much in terms of space.

The Old Health Center, located off North Greene Street, is used as a recreation center. However, it is unattractive to those who do not live nearby because of parking limitations. The Land Development Plan has recommended one acre for parking to make this area useable to the entire community. A proposed site not too far from the Country Club is reserved for a new football stadium to serve nearby townships. Organized Little League baseball is sponsored by local civic clubs and manufacturing companies. However, facilities and activities are not adequate for a town of this size -- and especially one that is growing.

Recreation Space Needs

The National Recreation Association recommends that one acre be set aside for recreation purposes for each 100 persons in a community. The principal types of parks and playgrounds are:

- | | |
|--------------------------|--|
| Pre-School Play Lots: | 5,000-10,000 square feet site to serve an area of 1/4 mile radius. |
| Neighborhood Playground: | 10-12-acre site to serve an area of 3/4 mile radius. |
| Community Recreation: | 20-40 acres with a service area of 2 miles. |
| Regional Park: | 100 acres minimum to serve the entire region. |

Using the above ratio as a basis, the projected population of 4,017 persons by 1980 indicates a need for approximately 40 acres. Two park sites have been allocated on the Plan. One site (with about five acres) is located between the perimeter road

and the proposed thoroughfare which connects with Lansford Street to serve some new developments. It would make a good tot-lot. The second site (with about eight acres) lies along a creek bed between Old Lilesville Road and Morven Road in the southeastern section of town. It should be oriented toward teenagers, with nature trails and walkways, baseball diamonds, tennis courts and similar facilities. The low-lying land would be ideal for a municipal swimming pool. A section of the park should also be reserved for young children. The additional acreage added to the Old Health Center site and the proposed park sties should take care of the recreational needs of the township.

General criteria for planning public and quasi-public uses are:

1. The facility should be located to provide the most service for the greatest number of people.
2. The facility must be planned to serve different age groups who have their own needs and desires in terms of equipment and facilities.
3. The facility should be free from congestion, noise, smoke, odor, glare, fire hazards and should be easily accessible.

Acquisition

There are a number of ways to acquire land for recreation and open space for the future.

1. GIFTS - of lands can save the town great sums of money; however, some lands will have to be acquired outright by purchase. A revolving fund set up to buy land for open space in advance of the need has saved large sums in areas where this procedure has been used.
2. SCENIC RIGHTS OR EASEMENTS - can be acquired by the State or County through purchase, leaving the land in private ownership, but subject to certain restrictions on development or use.

3. SUBDIVISION REGULATIONS - may require a subdivider to dedicate or reserve land for parks, schools and open space. Subdividers are often willing to make such a dedication because the value of the lots will be increased.
4. URBAN RENEWAL - should only be used when private development has proven to be unfeasible. In this procedure two-thirds of the net project cost is contributed by the Federal Government, and one-third of the net cost is paid by the town.
5. DEFERRED TAX ARRANGEMENT - would permit taxes to be deferred until sale or development takes place, at which time all back taxes would become due.

Protective Facilities

Police Department

The Police Department has eight full-time and one part-time employees at the present time. It is felt, based on present population, that another policeman is needed for the existing force. These men receive training at numerous State schools such as State Patrol School for traffic, SBI School in Raleigh, and other training in firing practice.

Major equipment consists of two radio-equipped automobiles. One is a 1964 Ford and one is a 1965 Ford. In emergencies the police use the City Manager's automobile which is also radio-equipped.

Fire Department

The Fire Department is centrally located on Washington Street in the central business district. Washington Street is not too heavily travelled and congestion is slight. All of the property to be protected is within a radius of two miles with a maximum travel time of five minutes.

Three full-time employees and one part-time employee man the equipment twenty-four hours a day. Twenty-three volunteer

firemen have radio monitors in their homes. All fire alarms are signaled by two-way radios into the homes of the volunteers and also sounded in code by an air horn mounted over the fire station. Two fire drills a month keep the personnel prepared for fighting fires; however, the Town has no special training grounds for fire fighting practice.

The equipment consists of three fire trucks: one American LaFrance 750 GPM pumper; one 1961 Ford 750 GPM pumper; one 1951 International 750 GPM pumper. The trucks have three-way radios -- truck to truck and truck to station. The Fire Chief's car has the same type of radio. This type of equipment is more than adequate for the Town of Wadesboro and has secured the Town a fire rating of seven from the Fire Insurance Underwriters.

The fire station and equipment are presently adequate; however, as the town continues to grow, especially to the south, it is recommended that another site be obtained in this area. Such a site should include a fire training tower, paved hose drag area, maneuvering space and a pit for oil training fires. The area should be fenced off for protection of the public and of the facilities. A location off U. S. Route 52 near the Armory would be a good site for a future fire station.

The following standards and principles were used to determine new site proposals for a fire station:

1. The immediate area of a fire station should be free from land uses which make it dangerous for quick take-off for fire equipment.
2. Fire stations should be developed in areas where the noise and disturbance from take-off presents the least problem; preferably located in a warehouse and industrial district, if possible.
3. Fire stations should serve roughly three-quarters of a mile for commercial and manufacturing areas; one and one-half miles for denser residential areas; and one-half miles to three miles for scattered residential areas.
4. When planning for fire station locations, the topography physical barriers, high value areas, and points of traffic congestion should be recognized.

Rescue Squad

The Rescue Squad in Wadesboro was organized in 1958. There are approximately 23 members. The facilities of the Fire Department are shared for storing a 1965 GMC truck and 1965 ambulance; the 1965 Jeep and rescue boat with five-horse power Johnson motor are stored elsewhere. The Rescue Squad also has access to a single engine plan which belongs to one of the County Commissioners. The existing facilities and equipment are adequate for the present needs and will be for some time.

Hospital

The Anson County Hospital on Morven Road is a modern, air-conditioned, 50-bed hospital on six acres of land. It was opened in 1954, and is governed by a Board of Trustees who serve without pay. The hospital has surgical, general medical and nursing staffs. The laboratory facilities and hospital site are felt to be adequate. However, the hospital itself is inadequate because there are not enough beds available for the 24,962-person County population which the hospital is trying to serve. For example, the average occupancy is 37 beds out of the 50-bed total. A plan is under consideration by the Board of Trustees to enlarge the existing facilities by 25 to 30 beds. This would require about one additional acre. The Land Development Plan therefore proposes that two acres be added to the existing site -- the additional acre for parking. With this additional acreage it is felt that the hospital site should serve the Town and County adequately for the duration of the planning period.

County Health Center

The County Health Center is located on the south side of town on West Ash Street. The existing facility is relatively new and is quite adequate for the County's needs. Services provided by this center are as follows:

- to protect the Town and County from diseases;
- to find diseases in the early stages;
- to lessen the ill effects of diseases;
- to promote the health of mothers and babies;
- to promote better health of the school-age children;
- to provide a safe and healthful environment for the community;
- to increase the life span and promote healthful living of adults;
- to keep the public informed and concerned about health matters.

The existing personnel roster of the County Health Department is adequate. It consists of one doctor, three public health nurses, two clerks, one sanitarian, one dog warden, and one X-Ray technician.

Administrative and Service Facilities

Governmental Center

Wadesboro is the County Seat of Anson County. The County Court House, Post Office, County Jail, Fire Station, and the new Town Hall are with two blocks of each other. The latter facility houses the Town Manager's office, Police Department and the Chamber of Commerce office and other municipal functions. This building, along with the new fire station, is one of the most adequate facilities which the Town possesses.

The governmental buildings are fairly well set-off from the numerous retail buildings. Therefore, with proper local planning, re-working of local traffic and planting of small trees and shrubbery, this particular area could develop into a governmental center which could be an asset to the town. The buildings are adequate, and probably will be for another 15 years or so. The Land Development Plan does not set aside any additional lands except on the south side of the Town Hall, to the rear of the existing building. No doubt, space requirements will increase

in the Town Hall as the level of service and size of departments continue to grow. Hence, the Land Development Plan assigns approximately 40 feet for future enlargement of the Town Hall.

Town Garage and Equipment Yard

The garage and storage yard are located at the Water Treatment Plant. This site contains 10 or 12 acres and is quite adequate for the storage of equipment. Within the immediate future the Town is going to build a three-bay, 35 by 85-foot garage which will have a heavy equipment maintenance shop in one bay and two bays for light equipment repairs or storage.

Equipment stored and maintained here includes: two enclosed packers; two dump trucks; one street sweeper, four pick-up trucks; three automobiles; one four-wheel drive winch; one ten-wheel drive tractor truck; one bull dozer; one TD-9 tractor with 18-foot broom; and one 5 Kw generator air compressor. This equipment is quite adequate and will be for some time.

Refuse Collection and Disposal

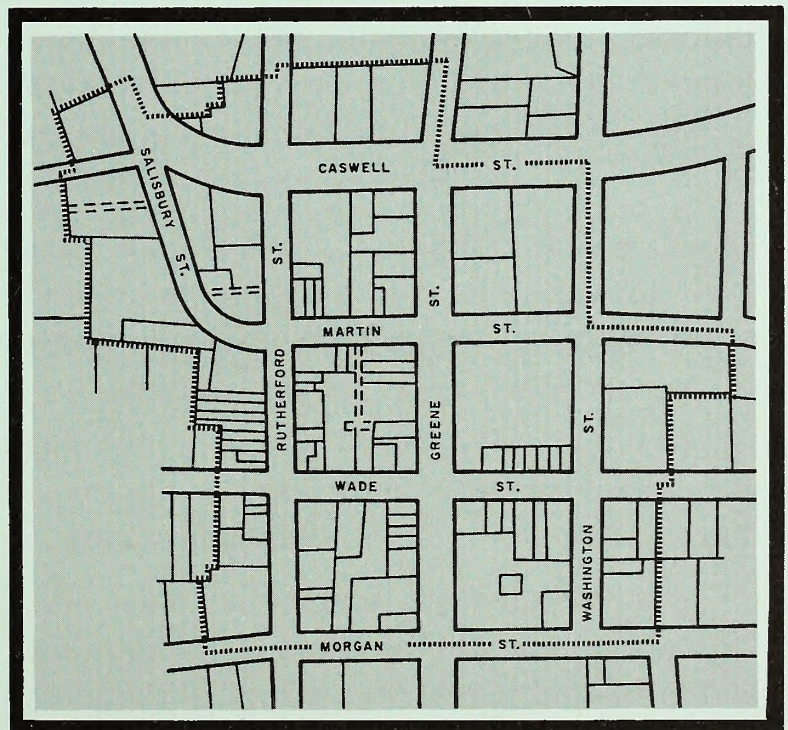
Refuse collection is provided to all residences and commercial establishments, twice weekly at the curb line. Trash is collected once a week with special pick-ups during the leaf season. Industry is taking care of its own refuse by bringing it to the landfill site. The equipment used is both old and new. The Department has enough equipment to handle the present level of service; however, additional labor and additional equipment will be needed eventually if the Town does any annexing.

Refuse is disposed of by sanitary landfill. It is dumped, spread and compacted, and then covered with a layer of dirt every day. Layer is piled upon layer until the landfill area is brought up to the level of the surrounding land -- therefore making it a useable area.

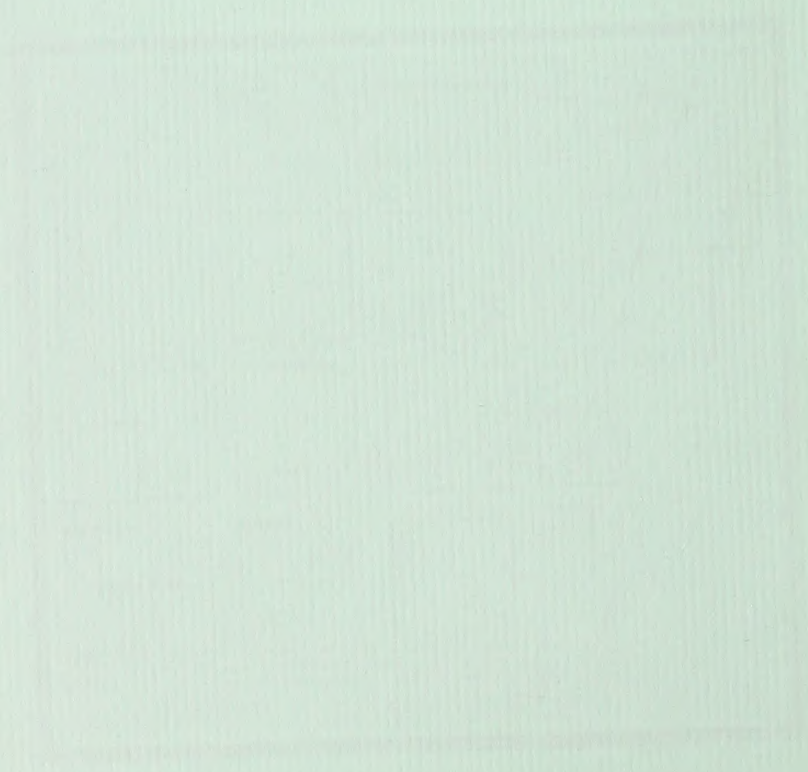
The landfill is located in Study Areas 4 and 10 on the Land Use Map,* just off the end of Maple Lane next to the Seaboard Airline Railway. The site contains approximately 13.2 acres of deep ravines. It has been estimated that 110 cubic yards per day of refuse are disposed at the site. At this present rate of dumping it will not be too long before the site will be filled completely. Therefore, the Land Development Plan recommends that an additional site should be set aside for future use. The two best locations are in Study Areas 4 and 7. The best site in Study Area 4 is along the Seaboard Railway line; the site in Study Area 7 is somewhere off the end of Gold Mine Road. The Town already owns some land in the latter vicinity near the existing sewage disposal plant. It would be more advantageous and less expensive to enlarge the site near the sewage plant than it would be to acquire a site in Area 4 near the Seaboard Airline Railway where there is very limited access to the area.

*Wadesboro, North Carolina, Population and Economy - Land Use Survey, Division of Community Planning, June, 1965, Map 7, following page 53.

UTILITY PLAN



011118-10170



UTILITY PLAN

WATER PLAN

Public utilities supplied by the Town include water supply and sewerage system. The extent of these systems is shown on Maps 5 and 6. The Land Development Plan has been developed with a view toward preventing overloads and unduly expensive extensions of these utility systems.

By 1980 it is estimated that the per capita per day consumption will be approximately 180 gallons of water.* Revamping the old plant, adding some new pumps and other water equipment to the present facility should be adequate for some time. The only limitations in delivering water will be based on the number of people to be served, the capacity of the storage tanks, and the size of the pipes in the distribution system. Raw water supply exists in abundance. It is only a matter of treating it and getting it to the people in the quantity they want.

The proposed residential development lies within areas where it is practical to extend the water supply system without too great a cost; however, there is a need to upgrade some of the existing trunk lines. It is interesting to note that in the last eight years the water system has just about doubled the number of customers. If this trend continues, the Town will be serving practically all the fringe areas by 1980.

Generally, the Plan proposes the following trunk lines:

A trunk line down Old Lilesville Road on the southeast side of Wadesboro. (Parts of this area already are being served with both water and sewers.)

A trunk line starting at the intersection of Lansford Drive and White Store Road, continuing southwest to Trexler Road and down Trexler Road to Camden Road until it meets Lansford Drive which continues through from White Store Road.

*Report on The Water System, Wadesboro, North Carolina, November, 1961, W. K. Dickson and Company, Inc., Engineer, Charlotte, North Carolina

UTILITY PLAN

WATER PLAN

Public utilities supplied by the lowlands water supply and sewerage system. The extent of these systems is shown on Maps 1 and 2. The land development plan has been developed with a view towards providing water and sewerage systems along the water supply system.

By 1950 it is estimated that the water supply per day consumption will be approximately 100 gallons of water. Assuming the old plant, adding some new pumps and other water equipment to the present facility should be adequate for some time. The only limitations in delivering water will be based on the number of people to be served, the capacity of the sewage tanks, and the size of the pipes in the distribution system. The water supply exists in abundance. It is only a matter of getting it and getting it to the people in the capacity they want.

The proposed residential development lies within these water. It is proposed to extend the water supply system without the great water reservoir. There is a need to provide some of the existing water lines. It is anticipated to have that in the last eight years the water system has been so developed the number of customers. It is to be extended, the new will be required practically all the water system by 1950.

Generally, the two projects are following these lines. A trunk line from Old Millers Road on the southeast side of Washington. (Title of this area already are being served with high water and sewerage.) A trunk line starting at the intersection of Lafayette Blvd. and White Stone Road, continuing southeast to the road and down Trench Road to Under Road north. It will Lafayette Drive which continues through from White Stone Road.

Report on The Water System, Washington, North Carolina, November, 1951, W. K. Olson and Company, Inc., Engineers, Charlotte, North Carolina

EXISTING AND PROPOSED WATER SYSTEM



A trunk line starting at the intersection of Camden Street and Chesterfield Road continuing south to Country Club Road and down Country Club Road until tying back into the line on Morven Road. With this connection the whole southern portion of Wadesboro would be opened up for the development of residential subdivisions.

SEWERAGE PLAN

All of the structures within the corporate limits of Wadesboro are on the sewer system -- except for a few houses in certain low-lying areas. The existing waste treatment plan has a design capacity of 750,000 gallons per day and is fast approaching capacity. It will have to be enlarged within the next few years -- or even sooner if a large industry were acquired.

The proposed sanitary sewer system is planned to serve Wadesboro and a majority of the perimeter area by gravity flow. However, the plan recommends that those areas lying beyond the corporate limits should be developed at a low enough density to insure the feasibility of private sewage systems.

The following areas have been designated for future sewer service:

One of the likely areas to be annexed in the immediate future is Old Lilesville Road area. Therefore, a sewer line is proposed to serve this area, tying on at Brent Street and continuing down Old Lilesville Road and tying back into a 10 inch main on U. S. Highway 52.

A proposed sewer line starting at the intersection of Violet Street and White Store Road and continuing in a southeast direction down the drainage area, and tying back into the sewer system just above the Chesterfield Sewerage Pump Station #3.

It would be unsafe to rely on private sewage disposal where there are more than two dwellings to an acre. Hence, land beyond the corporate limits should be subdivided into half-acre lots where there is a lack of public water and sanitary sewer service. Such areas should be developed with the idea of installing septic tanks for each individual house.


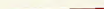
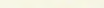


EXISTING AND PROPOSED SEWERAGE SYSTEM

WADESBORO
North Carolina

2400' 0 2400'
Scale In Feet



LEGEND

-  EXISTING LINES
-  PROPOSED LINES
-  FORCE MAIN
-  PUMP STATION
-  SEWAGE TREATMENT PLANT

In the design of a subsurface sewage disposal system, it is of the utmost importance to determine whether the soil is suitable for absorbing the septic tank effluent and, if so, what area of nitrification trench will be required. The percolation rate of the soil must be acceptable, without interference from high ground water table or impervious rock or clay formations below the level of the nitrification field.

Generally, two conditions must be satisfied:

1. the percolation time must not exceed 60 minutes per inch as indicated in Table 6;
2. the ground water table should be at least four feet below the surface of the ground. Impervious formations of rock or clay should be at depths greater than four feet below the bottom of the nitrification field.***

Whenever these two conditions are not satisfied, the residential site is not suitable for subsurface sewage disposal except for isolated installations.

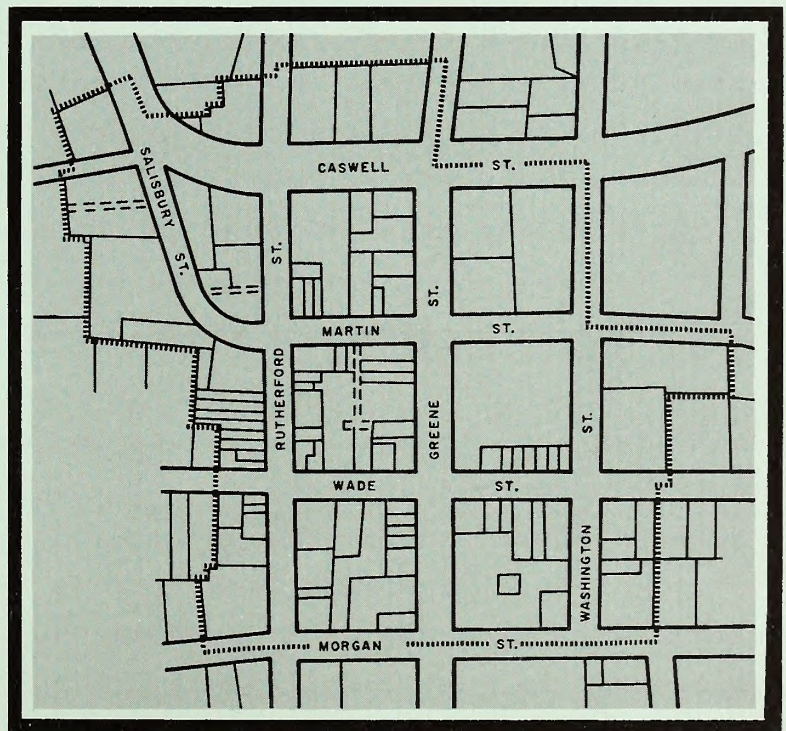
TABLE 6 DATA FOR DETERMINING NITRIFICATION FIELD REQUIREMENTS FROM PERCOLATION TEST ***

Average Time Required for Water to Fall One Inch (in minutes)	Effective Absorption Area (area in bottom of nitrification trench) in Square Feet per Bedroom **
2 or less	50*
3	60*
4	70*
5	80*
10	100*
15	120*
30	180
60	240

**Effective absorption area should be increased by 50 per cent whenever automatic sequence washing machines are used.

*A minimum of 150 square feet of effective absorption area shall be provided per living unit.

CIRCULATION PLAN



CIRCULATION PLAN

The transportation land use consists of street rights-of-way, alleys, railroads, and related uses such as terminals, non-vehicular routes and substations. Approximately one-fourth of the developed land within the corporate limits is being used for transportation purposes, with streets accounting for the majority of the acreage.

The Founding Fathers of Wadesboro had enough foresight to lay out 40-, 47-, and 53-foot rights-of-way within the Central Business District. The central part of town is laid out on a gridiron pattern with Rutherford, North Greene and Washington Streets running north to south; Caswell, Martin, Wade and Morgan Streets are laid out from east to west. These seven streets comprise the central part of the old town. Beyond these streets, planning seems to have stopped. However, Wadesboro is situated on top of a hill and the rest of the town had to be developed along the natural lines of the topography. The present street system is a major headache on big shopping days and weekends. With some rearrangement of the perpendicular parking, and with one-way streets, much of the congestion of the streets can be alleviated.

In some of the older and poorer sections of the town, such as between U. S. Route 75 and the non-white school northwest of the central business district, there are several small, odd-shaped blocks bordered by streets with rights-of-way of not more than 30 feet. This type of street pattern occupies approximately 27 per cent of the land in this Study Area. Many of the streets are inadequate and many of them need paving. This is surprising since the study area is within the corporate limits of the town. Fire trucks would have a hard time getting to fires on some of the existing streets in Study Area 4.

The majority of streets in other study areas are fairly adequate, except in terms of alignments and widths. The jogs in Woodland Street, South Avenue and Orchard Street in Study Area 3 could have been avoided if the subdividers had been more concerned with the alignment of streets or the overall circulation of the surrounding area. Short street jogs create hazardous driving conditions; therefore, streets should have offsets of no less than 125 feet. An example of a fairly good offset in Wadesboro, where it was impracticable for two streets to meet, is Ashe Street and Leak Avenue. These two streets have more than the minimum 125 feet. The best way to eliminate jogs is through proper design within the subdivision.

There are approximately 56 miles of paved roads and about 15 miles of unpaved roads within the planning area. Map 7 shows which roads and streets are paved and unpaved.

1963 Annual Average Daily Twenty-Four Hour Traffic Volumes on Hard Surface Roads

Map 8 shows the annual daily twenty-four-hour traffic volume for the Town of Wadesboro. U. S. Routes 52 and 74, State Routes 109 and 742 are the most travelled within the planning area.

A transportation system is the circulation system of a town. In a way, it is the "life blood of the town" for it lets the people within the town get around, do their job, move goods, etc. It brings people and goods into the town and provides the means by which people and goods move from one activity to another. Since these facilities determine the pattern of land use throughout a town, the transportation system can be considered as the major structural element of any urban community. This being so, a great amount of time has been spent analyzing the existing streets and roads throughout the town, and a transportation system is here proposed which takes into consideration all the major land uses and how they may best be served.

UNPAVED STREETS

WADESBORO
North Carolina

2400' 0 2400'

Scale in Feet



Some of the major benefits to be derived from thoroughfare planning are as follows:

1. A minimum amount of land will be required for street and highway purposes;
2. Each street can be designed for a particular purpose which leads to stability of traffic and land use patterns;
3. Because each street is designed for a particular purpose, a substantial saving can be realized in street construction programs and street maintenance costs;
4. Local citizens will know which streets will be developed as major thoroughfares and thus will be put more at ease by realizing that their residential streets will not one day become major traffic arteries;
5. Land developers will be able to design their subdivisions so that subdivision streets will function in a non-conflicting manner with the overall plan;
6. City officials will know when improvements will be needed and can schedule funds accordingly; and
7. School, park, library, and fire officials can plan and locate their facilities in desirable places with knowledge of land use and street system stability.

These seven major benefits can only happen if the concept of planning is carried out to its fullest extent. Thus, understanding the thoroughfare plan and realizing where and when necessary street widening and construction will occur can help implement the Land Development Plan.

The underlying concept of the thoroughfare plan is to provide a system of streets which will permit movement of traffic from points of origin to points of destination with reasonable directness and ease. In order to do this, it is necessary that the street system be made up of several different types of streets, each designed to perform a certain function.

AVERAGE DAILY TRAFFIC VOLUME

WADESBORO
North Carolina

2400' 0 2400'

Scale in Feet



Cars In Thousands

1963

Source:

By N. C. Highway Commission



Local Streets

The primary function of local streets is to provide access to property abutting the public right-of-way. This includes vehicular and pedestrian access. Moving traffic is a secondary function of local streets, and traffic is generally so light that the land access function is not impaired. Since land service is their primary function, local streets should not be allowed to carry through traffic; busses and heavy trucks should be excluded except where the local street is in a commercial or an industrial district. Through traffic movements can be discouraged by designing them as loops or as cul-de-sacs (dead-end streets with turn-arounds). Local streets serve as an easement (or as a location by government permit) for all types of utilities, including sewers, water lines, gas mains, etc. Residential or local streets also serve as opening-up spaces between buildings, thus letting in air and light to the adjoining properties, and to serve as fire breaks.

In the older section of Wadesboro, where a gridiron or checker-board street system exists, it would be hard to discourage through traffic. However, this may be accomplished by closing one end of a street or by using stop signs or by making some existing two-way streets into one-way streets. Local streets (residential streets) should have one or two travel lanes with parking on one or both sides. They should have fifty to sixty-foot rights-of-way.

Alleys are not considered to be streets and should not be included in any street plan for new residential areas. Alleys were originally designed for stables, for garbage and refuse collection, and for rear utilities. These functions have disappeared or have so changed with modern building designs and methods of waste disposal that alleys have no valid reason for existing in residential areas.

Commercial Streets

Commercial streets perform the function of providing access to abutting commercial development. They permit traffic to circulate in the commercial district and to reach parking facilities

near their desired destinations. These streets should have rights-of-way of at least eighty feet, thus providing for two traffic moving lanes, parking operation lanes, and parking spaces. If a commercial street is used as a thoroughfare, additional traffic moving lanes and additional rights-of-way may be required.

Collector Streets

The major function of the collector street is to bring traffic from local residential streets to arterials or freeways. Land service should be a secondary function, and the design and operation of this type of street should reflect the traffic emphasis. Parking should be discouraged, and residential buildings should not face onto or have driveways entering on the collector streets. Provision should be made to accommodate turning movements, parking, loading and unloading of people and goods. In line with these activities, overall speeds on the collector street system should range from 20 to 25 miles per hour.

The design of collector streets is most important for development of traffic safety. Local streets should not cross the collector directly; the "T" intersection is superior for traffic safety. Planting should be held back from the street, and the sidewalks should be separated from the pavement by a wide tree lawn or esplanade. Also, sight distance at intersections should be adequate with no visual barriers near the corners. The spacing of collectors becomes a function of the factors that affect residential trip generation, such as car ownership, population density, mass transportation useage, etc. Hence, spacing collector streets at one-half mile intervals is not a bad rule of thumb to follow.

Major Arterials

The major arterials streets are the heavy traffic carriers of the city. Their function is to move intra-city and inter-city traffic. Therefore, major arterial streets should connect areas of principal traffic generation and important rural highways

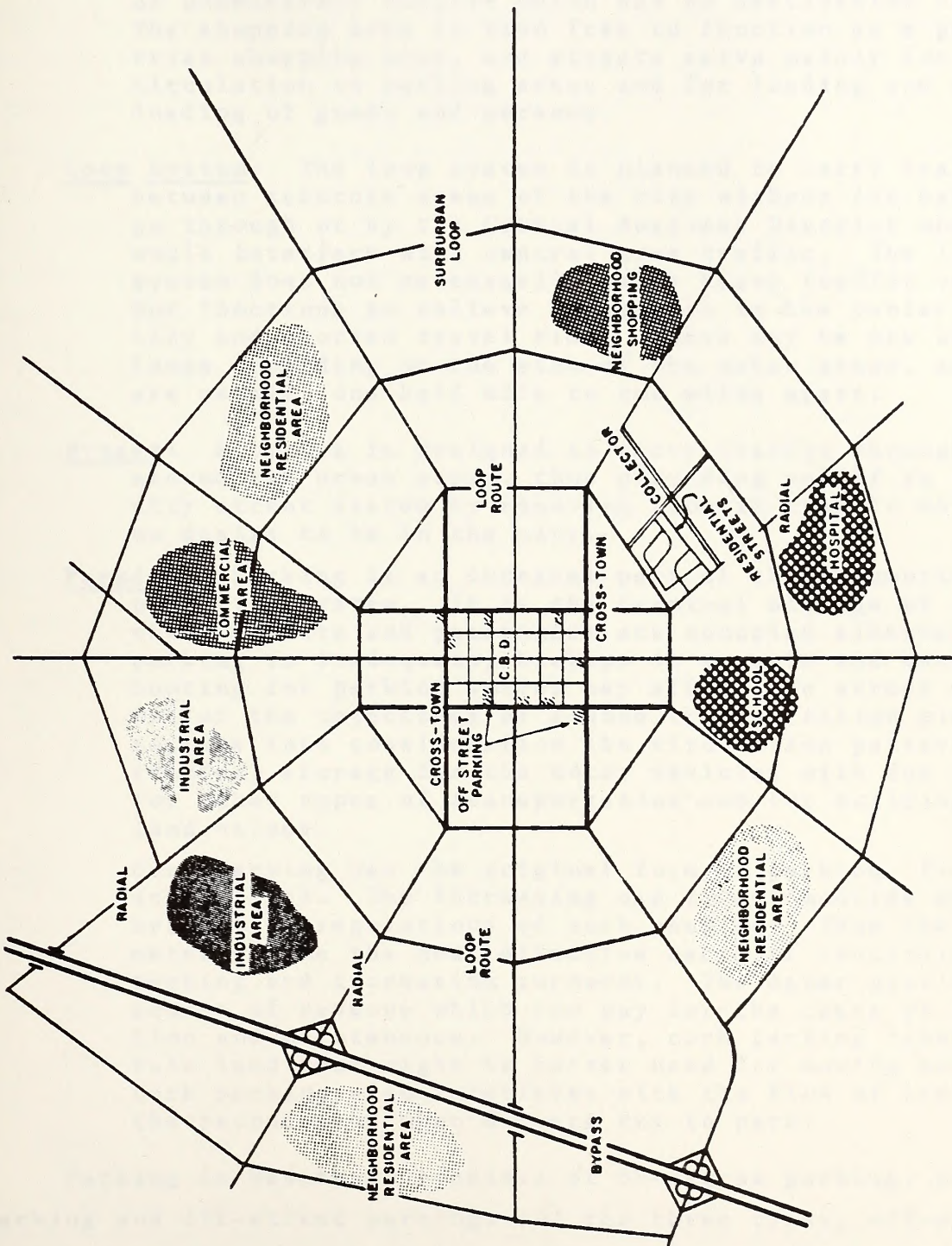
entering the city. These streets should be coordinated with existing and proposed expressway systems to provide for distribution and collection of through traffic to and from collector and local street system.

A properly designated and developed major arterial system should help to define residential neighborhoods, industrial sites, and commercial areas, and to minimize conflicts with school and park developments. In order to provide sufficient capacity and desired quality of service, major arterial streets should not be more than one mile apart. In certain areas of a city a major arterial may be so planned as to act as a buffer between two types of incompatible land uses. On major arterials the design standards applied to them vary according to the amount of traffic carried and the speeds planned for them. Usually, parking should not be permitted on major arterials; however, there is usually room for vehicles to pull over when there is an emergency. Major arterials can have two to six travel lanes with an extra lane at intersections for turning vehicles. Rights-of-way for major arterials should range from a simple 60-foot right-of-way with a 48-foot pavement to a right-of-way 100 feet or more in width, with median strips and service drives.

Idealized Major Thoroughfare System

The idealized major thoroughfare system is really a utopian dream, but it could be realized under ideal conditions or in a new town. However, this system has a lot of merit which can be put to good practical use. The radial loop system can be broken down into several elements based on their specific function. Map 9 shows a concept for an idealized thoroughfare plan.

Radial Streets: The radial streets provide for traffic between points located in the outskirts of the city and the central area. The economic pull of the Central Business District depends on the movement of traffic from outlying areas. Therefore, most cities have this type of street already. Radials are functional routes which usually establish themselves naturally and adapt themselves to the lay of the land or topography.



IDEALIZED THOROUGHFARE PLAN

Cross-Town System: The effect of a good cross-town route is to relieve the streets of the Central Business District of unnecessary traffic which has no destination there. The shopping area is then free to function as a pedestrian shopping area, and streets serve mainly for traffic circulation to parking areas and for loading and unloading of goods and persons.

Loop System: The loop system is planned to carry traffic between suburban areas of the city without its having to go through or by the Central Business District where it would interfere with central area traffic. The loop system does not necessarily carry heavy traffic volumes, but functions to relieve congestion in the center of the city and shorten travel time. There may be one or more loops depending on the size of the urban areas, and they are usually one-half mile to two miles apart.

Bypass: A bypass is designed to carry traffic through or around the urban areas, thus providing relief to the city street system by removing from it traffic which has no desire to be in the city.

Parking: Parking is an integral part of the automotive transportation system. It is the terminal storage of vehicles while drivers and passengers are occupied elsewhere. Where parking is inadequate, backups in streets and excessive hunting for parking spaces may affect the street system. One of the objectives of a good transportation plan is to take into consideration the circulation patterns and terminal storage for the motor vehicles with due regard for other types of transportation and for buildings and land values.

Curb parking was the original form of parking, free and unregulated. The increasing use of automobiles and trucks brought on regulations of curb parking. Thus the parking meter became the most effective means of controlling parking and increasing turnover. The meter provides a source of revenue which can pay for the costs of installation and maintenance. However, curb parking takes up one fule land that might be better used for moving vehicles. Curb parking also interferes with the flow of traffic in the second land when drivers try to park.

Parking in Wadesboro consists of 60-degree parking, parallel parking and off-street parking. Of the three types, off-street and parallel parking are the best for they do not interfere with the movement of traffic to any great extent. However, the parking on North Greene and Martin Streets, and East Wade Street does sometimes seriously impede flow in the traffic lane when drivers maneuver to park.

Off-street parking takes place in a variety of forms, any one of which may be selected which can work for certain local conditions, such as: pricing, area, appearance and access. Some of the different types of facilities are parking machines, parking buildings, subsurface buildings and the surface lots. No doubt the surface lot would be more practical for a town the size of Wadesboro. Most cities have found municipal regulation of off-street parking lots very desirable. These regulations do not necessarily control rates, but require the posting of prices, proper lighting, surfacing, drainage, and appearance.

At the present time Wadesboro has a zoning ordinance which is outdated for modern times. It does not take into consideration off-street parking controls. In order to facilitate the movement of traffic, many cities today are finding it desirable to incorporate in the zoning ordinance requirements for off-street parking. Therefore, it would be advisable for the Zoning Board of Wadesboro to revamp the present zoning ordinance and bring it up to date.

Based on the criteria within this section, the following major thoroughfares and standards are proposed for Wadesboro. (See Map 10.)

TABLE 7	PROJECTED MINIMUM STREET STANDARDS FOR WADESBORO PLANNING AREA	
	Right-of-Way Width in Feet	Pavement Width in Feet*
Bypass	120	92***
Major Thoroughfare	80-100**	54
Residential Collector	60	45
Local or Minor Residential	50	37
Cul-de-sacs	50	32
Streets located within the city's one-mile perimeter area	60****	37

*Measured back to back of curb.

**80 feet acceptable, but 100 feet desirable.

***44-foot mediam strip.

****60 feet is the minimum size State Highway Department will maintain.

SKETCH THOROUGHFARE PLAN

WADESBORO
North Carolina

2400' 0 2400'
Scale In Feet



LEGEND
MAJOR THOROUGHFARE
EXISTING ALIGNMENT
NEW ALIGNMENT



Outer Loop -- is designed to carry traffic from one area to another area in Wadesboro, thereby relieving the congestion within the Central Business District. The outer loop for Wadesboro consists of the following --

- On the southwest side of town the outer loop ties into the existing Landsford Street. The outer loop cuts across Camden Road, Chesterfield Road, Morven Road and ties into part of the Old Lilesville Road, Pryor Street and Park Drive on the extreme east side of town. The outer loop then cuts across East Wade Street, Caswell Street (also known as U. S. Highways 52 and 74), Stanback Ferry Road and ties back into part of Shephert Street on the north side of town. Here the outer loop swings across North Greene Street and out around the City Dump and ties back into the State Route 1426 on the extreme northwest side of town. Then, the outer loop swings out paralleling the existing perimeter road for awhile and finally turns back into Lansford Street, thus completing the outer loop.

Central Business District Loop -- is designed mainly to move traffic around the core area and to separate the automobile from the pedestrian traffic as much as possible. This particular proposal has been given under the Commercial Development section of this report. (See page 11, Map 3.)

Other Thoroughfare Proposals -- designed in general.

- Realignments of State Route 1423 so that it will meet perimeter road at a 90° angle.
- Proposed new alignment for State Route 1138 to meet State Route 1131.
- Proposed new alignment to State Route 1131 to Morven Road.
- A proposed new road starting at the far end of Main Street in Wade Village to Stanback Ferry Road and to North Greene Street (known as N. C. 109). The main purpose of this new proposed road is to provide access for future industries which may desire to locate in this area.
- New alignment for Camden Road to Rutherford Street and new alignment from Rutherford Street to North Greene Street, thereby relieving the latter street of its heavy congestion.

- New alignment for White Store Road into Morgan Street.
- New alignment from Washington Street to Morven Road.
- Extending Morgan Street into East Wade Street.

Bridges -- are recommended in areas where railroads and roads cross at grade levels. Also, bridges are recommended where creeks or major grade separations appear in the topography of the land. The following bridges are recommended --

- On the southeast side of town a bridge is proposed for the outer loop where the creek runs under the proposed thoroughfare.
- On the south side of town a bridge is proposed for the North Fork of Jones Creek which the new alignment of State Route 1138 crosses.
- On the northeast side of town a bridge is proposed over the existing A. R. Railroad line for the proposed industrial road out of Wade Village.

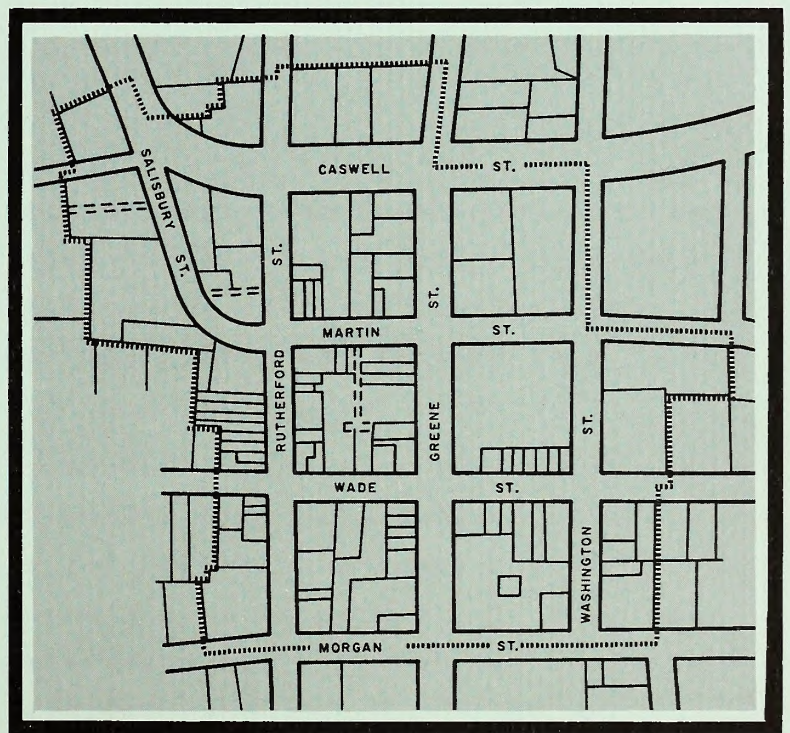
Procedures in Which the Thoroughfare Proposals of the Plan may be Implemented

1. Acquiring right-of-way by the Town and the State in those areas where it will not be possible to obtain right-of-way by dedication.
2. Long-range programming of improvements whereby cost will be met by the Town with a certain percentage from the State.
3. Requiring subdivision plats by the use of subdivision regulations to conform with the Land Development Plan.
4. The establishment of building line setbacks through zoning.

NOTE:

The thoroughfare plan as shown in this study was derived through the joint efforts of the Wadesboro Planning Board, the Division of Community Planning, and the Advance Planning Section of the North Carolina State Highway Commission.

IMPLEMENTATION OF THE PLAN



IMPLEMENTATION OF THE PLAN

Implementation of the Land Development Plan can come about only if the Town of Wadesboro has the necessary legal tools and enforces them with full support from the local citizenry. A Land Development Plan has value to a community only to the extent that it is effectively carried out. Therefore, the responsibility for implementation rests on the local citizens in general and the community leaders in particular. The degree to which each individual and each group assumes their obligations will dictate the success or failure of the Plan and its proposals. Several tools and techniques are recommended for the implementation of the Land Development Plan.

EDUCATIONAL

CITIZEN PARTICIPATION

Plan implementation rests primarily on government, but in order to bring about fulfillment of the Plan, public officials must encourage citizen participation. Citizen participation creates goodwill for the planning effort and results in a more workable program.

In bringing about citizen participation or good public relations it is essential that public officials make an effort always to explain the reason for officials actions and the principles which lie behind a given action or policy. In this way citizens will more likely understand and work for the accomplishment of the Plan and its policies.

PUBLIC EDUCATION

Criticism of planning programs is often voiced by those who are unfamiliar with public policies and other background facts. Hence, it is important to publicize the Land Development Plan and its proposals in an effort to inform the local citizens.

Educating the public to the role they play in bringing about the Land Development Plan is very important for it awakens the public to different advantages that planning can give their town. Public education can make people aware of their town's goals and thereby help to bring about the desired results. Many of the existing problems in towns today have resulted from not educating the public to the overall program.

LEGAL TOOLS

ZONING

Zoning is the main tool by which the Land Development Plan is implemented. Zoning comes under the police powers, and through these powers seeks to enlarge the freedom of the greatest number of people in the community by restricting the inconsiderate use of private property in the interest of the general public. Zoning regulates the location and size of buildings and other structures, size of yards, density and distribution, use of buildings, structures and land in certain prescribed districts which are set up for the town. Actually, a zoning ordinance assures the proper development of the land in the community by the establishment of homogeneous districts and the protection of these districts from adverse conditions.

Wadesboro has an out-dated zoning ordinance which is inactive and invalid because the town does not have a Board of Adjustment to whom citizens can appeal for a change in zoning. Also, the existing zoning ordinance does not have any provisions for extra-territorial jurisdiction for the one-mile fringe area. This, along with the inadequate regulations for automobile parking, has brought about a demand for a new up-to-date zoning ordinance for the town. A new zoning ordinance is presently being prepared which will not only zone the town but also the fringe area. This new zoning will have the following modern districts:

R-20 Residential District
R-10 Residential District
R-8 Residential District
R-6 Residential District
R-0 Residential District
N-B Neighborhood Business District
C-B Central Business District
G-B General Business District
H-B Highway Business District
L-I Light Industrial District
H-I Heavy Industrial District

These eleven districts with their numerous uses will replace the present five districts which are: RA-8 Residential Zone, RA-6 Residential Zone, Neighborhood Business Zone, Business Zone, and Industrial Zone. It should be emphasized that zoning is not retroactive and is not a panacea for all of Wadesboro's problems. Hence, the zoning ordinance must be used with other tools and should be revised periodically in order to assure the implementation of the Land Development Plan.

SUBDIVISION REGULATIONS

Subdivision regulations are one of the best ways of implementing the Land Development Plan. Subdivision regulations, along with zoning, provide a town with its most effective legal tools for developing an appropriate pattern of land uses. The primary objective of subdivision control is to assure that all land subdivided will constitute permanent assets to the community. Developers must conform to certain minimum design standards concerning streets, utilities, parks, lots, blocks, alleys, cul-de-sacs, and so forth. The regulations are also concerned with setting standards for other physical improvements such as water supply, sewage disposal and street paving as well as the installation of permanent reference points and improvements. Proper subdivision control also gives protection to the subdivider by insuring equal treatment, discouraging land speculation, and giving protection from a competitor who develops a nearby area without complying with these minimum standards. Subdivision

regulations also help the buyer by insuring that he gets the most for his initial investment.

At the present time Wadesboro does not have a subdivision ordinance which would help set minimum design standards. This part of the Land Development Plan highly recommends that such an ordinance be adopted to bring about the proper development of the town. In the final analysis, subdivision controls achieve a proper balance which helps to assure a sound physical development of a town and its environs -- the one-mile fringe area.

MINIMUM HOUSING CODE

It is highly recommended that a minimum housing code be adopted to arrest or remove some of the pockets of blighted houses which exist in certain sections of the Town. A housing code can improve the appearance of a town as well as remove tax liabilities.

A housing code would establish minimum standards for human occupancy by requiring periodic inspections to determine violations of the code. The property owner is notified if violations are present and is given a reasonable opportunity to make improvements. A code such as this, along with other codes, would greatly enhance the appearance of Wadesboro -- to say nothing of removing families from unsuitable and unsanitary dwellings.

DIRECT ACTION

TRAFFIC ENGINEERING

No single factor has a greater impact on bringing about the Land Development Plan than the planning and opening of proposed streets and roads. The traffic engineer of any town can bring about the implementation of the Plan by widening, paving and opening of streets and roads within the town. Therefore, traffic engineering on a local scale can affect the physical development.

CAPITAL IMPROVEMENTS PROGRAMMING

This is considered one of the major tools in planning and in bringing about the implementation of the Land Development Plan. The first step is to list all needed public improvements according to their urgency. Secondly, the projects must be developed within the financial capabilities of the community. Thirdly, the program must be kept flexible through periodic review and revision. If these three criteria are met, sound benefits can be derived from capital budgeting. Some of the benefits are --

- it helps to put first things first and make sure funds are available for necessities when they are needed;
- it helps to avoid conflicts among programs and projects by focusing attention on all needed improvements at one time instead of piece-meal;
- it helps the Town Board and other public bodies to maintain an overall view of public and capital improvement needs;
- it helps the public see the whole financial situation, making it easier to understand why locally-desired improvements cannot always be provided as quickly as they would like.

Six years has come to be the accepted number of years as a most logical and convenient period for detailed programming. Improvements which are to be accomplished within the initial six-year period would be listed in the capital budget. This would involve estimating the municipality's operating expenditures and debt service costs as well as revenues that can be anticipated for each of the six years, and funds that can ordinarily be expected to be available for public improvements. The costs of these public improvements would then be estimated and a schedule would be established for the improvements that could be realized in those six years. The public improvements which should be realized within the succeeding 14 years are shown in the Public Improvements Program.

FEDERAL PROGRAMS

URBAN RENEWAL - REDEVELOPMENT

The Federal Housing Act of 1954, as amended, embraces a three-fold attack on slums and blight. It is a local program -- locally conceived, planned and executed. It is a concrete effort by a community, through public and private resources, to prevent and correct urban blight and decay and to set in motion long-range, planned development. It has three main elements which are --

- Slum prevention through neighborhood conservation and housing code enforcement.
- Rehabilitation of structures and neighborhoods.
- Clearance and redevelopment of structures and neighborhoods.

Urban renewal projects are planned and implemented by local public agencies, which, depending on State law, may be a separate public agency, a local housing authority, or a department of a city government. In order for a community to qualify for Federal Aid on Urban Renewal it must establish a workable program. The workable program must meet the following criteria:

- Codes and ordinances.
- A land development plan.
- Neighborhood analyses.
- Administrative organization.
- Financing the program.
- Housing for displaced families.
- Citizen participation.

One of the biggest advantages, besides clearing poor housing, is the fact that urban renewal can save the local community a great deal of money, because urban renewal grants are made on a one-third local, two-thirds Federal basis, and in some cases cities may receive as high as three-fourths Federal with only one-fourth local. However, in order to qualify for Federal Aid in Urban Renewal, the workable program above must be followed.

PUBLIC HOUSING

Slum areas are usually inhabited by people in a lower income group who cannot afford decent, adequate housing. Public housing affords these groups adequate housing at a low rent based on their income.

Wadesboro is in the process of selecting sites for low rent housing. Three tentative sites have been established and agreed upon (at the time of this writing), and are as follows:

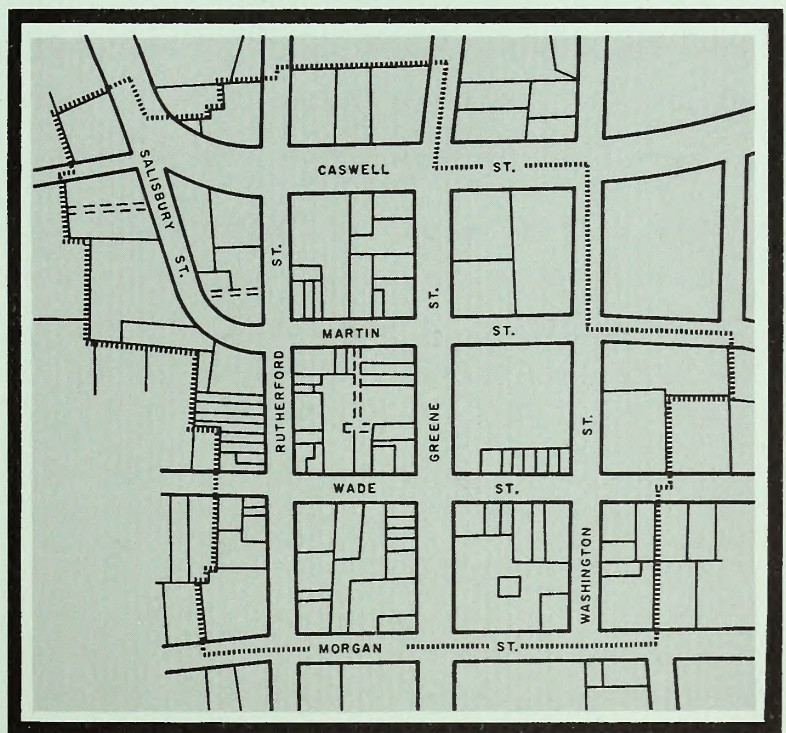
1. A 30-acre site which will serve approximately 50 families, located on Maple Lane Road and Sykes Avenue.
2. A 5-acre site which will serve about 20 families, located between the triangle of Leaks Ferry Road and North Greene Street.
3. A 5-acre site which will serve approximately 30 families, located on Smith Street.

All sites are located on the north side of town and should eventually accommodate many families, and will help to rid the town of some of its poor housing. The areas for public housing are delineated on the Land Development Plan.

OPEN SPACE PROVISIONS

Under the open space provisions of the Housing Act of 1961, grants are provided for public acquisition of land for parks and recreational purposes. The Federal Government will pay between 20 to 30 per cent of the total cost. The Town of Wadesboro could avail itself of such an opportunity to implement the recreational aspects of the Land Development Plan.

SUMMARY



SUMMARY

The tools and proposals which have been pointed out in this section will bring about the implementation of the Land Development Plan if the Town Board, Mayor, Town Manager and local citizens do their part to implement the plan and its policies. It must be remembered that planning is a continuous process and the Land Development Plan is flexible. Changes may have to be made from time to time in order to keep up with changing times. However, changes should not be made unless they are truly warranted.

In addition to this, it was within the scope of this report to provide for only a certain level of planning. When actual projects are undertaken, it will be necessary to provide for a more detailed study or evaluation of certain aspects of the presentations made here.



